

Application No. 10/769,762

Amendments to the Claims:

This listing of claims will replace all prior versions, and listings, of claims in the application:

1. (currently amended) A vehicle safety restraint adjuster comprising:
 - a vehicle safety restraint support;
 - a guide for said vehicle safety restraint support, said vehicle safety restraint support movable along said guide;
 - a lock having a locked state and an unlocked state, said lock for securing said vehicle safety restraint support at a position on said guide in said locked state and said lock for releasing said vehicle safety restraint support for movement in said unlocked state, wherein said locked state comprises a locked position of said magnetic actuator and said unlocked state comprises an unlocked position of said magnetic actuator; and
 - a magnetic actuator for selectively placing said lock in said locked state and said unlocked state, wherein movement of said magnetic actuator from said locked position to said unlocked position is along a first direction and an anticipated direction of deployment of an air bag is along a second direction, said second direction having at least a component opposite to said first direction so as to urge said lock towards said locked state.
2. (canceled)
3. (canceled)
4. (original) The vehicle safety restraint adjuster of Claim 1 wherein said magnetic actuator is biased to be in said locked state.
5. (original) The vehicle safety restraint adjuster of Claim 4 wherein a spring biases said magnetic actuator to be in said locked state.
6. (original) The vehicle safety restraint adjuster of Claim 1 wherein said vehicle safety restraint support comprises a slide slideably received on said guide.
7. (original) The vehicle safety restraint adjuster of Claim 6 wherein said guide comprises a rail, said slide disposed on said rail.

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8. (original) The vehicle safety restraint adjuster of Claim 1 wherein said vehicle safety restraint support comprises a web guide support.

9. (original) The vehicle safety restraint adjuster of Claim 1 wherein said magnetic actuator comprises an electromagnet.

10. (original) The vehicle restraint adjuster of Claim 9 including a control unit in communication with said electromagnet, said control unit controlling placement of said lock in said locked state and said unlocked state.

11. (original) A height adjuster assembly comprising:
a web guide having a path of travel;
a lock having a locked state and an unlocked state, said lock for securing said web guide at a position on said path of travel in said locked state and said lock for releasing said web guide for movement along said path of travel in said unlocked state;
a lock actuator having a locked position and an unlocked position, said locked position placing said lock in said locked state and said unlocked position placing said lock in said unlocked state; and
wherein movement of said lock actuator from said locked position to said unlocked position is along a first direction and an anticipated direction of deployment of an air bag is along a second direction, said second direction having a component generally opposite to said first direction so as to maintain said lock in said locked state.

12. (original) The height adjuster assembly of Claim 11 wherein said lock actuator is biased to be in said locked position.

13. (original) The height adjuster assembly of Claim 12 wherein a resilient member biases said lock actuator to be in said locked position.

14. (original) The height adjuster assembly of Claim 11 including a slide and a rail defining said path of travel, said web guide mounted to said slide and said slide slideably received on said rail.

15. (original) The height adjuster assembly of Claim 14 wherein said lock and said actuator are mounted to said slide.

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16. (original) The height adjuster assembly of Claim 11 wherein said lock actuator comprises a magnetic actuator.

17. (original) The height adjuster assembly of Claim 16 wherein said magnetic actuator is an electromagnet.

18. (original) The height adjuster of Claim 17 including a control unit in communication with said electromagnet, said control unit controlling placement of said lock in said locked state and said unlocked state.

19. (original) A vehicle restraint assembly comprising:
an air bag having an anticipated direction of deployment;
a web guide having a path of travel;
a lock having a locked state and an unlocked state, said lock for securing said web guide, at a position on said path of travel in said locked state and said lock for releasing said web guide for movement along said path of travel in said unlocked state;
a lock actuator having a locked position and an unlocked position, said locked position placing said lock in said locked state and said unlocked position placing said lock in said unlocked state; and
wherein movement of said lock actuator from said locked position to said unlocked position is along a first direction and said anticipated direction of deployment is along a second direction, said second direction having a component generally opposite to said first direction so as to maintain said lock in said locked state.